

POOR COPY

SOCIAL and PERSONAL

Our Readers are Asked to Contribute Items to this Column.

Gordon Wallace who has been attending Commercial College at Cornwall Ont., returned home this morning. Mr. O. S. McLeod was visiting Mr. R. M. Hope last week. Mrs. W. S. Montgomery of Dalhousie, was visiting her mother, Mrs. D. O'Keefe for a few days this week. H. V. Ferguson and W. P. Thompson spent Wednesday and Thursday at Black Cape. Mr. O. Talbot Supt. of the Railway Mail Service for Quebec Prov. is in town. A. J. Gross of St. John spent a few days in town. Miss Helen Hallet of Grand Falls spent a few days in town last week. Misses Sadie and Etta Mowat left on Friday to visit friends in Montreal. Mr. Chas. Smith has returned from Monteton where he was the guest of Mr. and Mrs. Alex. Price. Mrs. T. Malcolm has returned from Bathurst where she was the guest of Mr. and Mrs. E. P. McKay. Miss Payne of Bathurst is the guest of her sister Mrs. J. Bisset. Mrs. Fry of Newcastle is the guest of her daughter Mrs. A. E. G. McKernie. Miss Florence De Courant of Montreal is home for the summer vacation. Mr. A. Culligan of Jacques River was in town last week. Mr. and Mrs. T. P. Drumh left on Wednesday to visit their former home in Scotland. Miss Peel left on Thursday for her home in Oxford N. S.

CHATHAM MAN DROWNED IN QUEBEC

Mrs. David Orr of Chatham a short time ago received news of her husband's sudden death while working in Quebec. No particulars could be obtained until the other day Mrs. Orr was in complete ignorance of the circumstances surrounding her husband's tragic end. Finally in response to repeated endeavors on her part to learn the details of the accident the sad news was confirmed by a letter from a firm of Quebec contractors, who said that Mr. Orr had slipped from the top of a gasoline boat which was on its way to a camp in the interior of Quebec and before the boat could be stopped and a smaller one sent to his rescue, he had disappeared below the water.

Dear Sir:— In your issue of May 17th I notice a letter signed by "Another Farmer" replying to an article of mine which appeared in the columns of the "Graphic" a few weeks ago, dealing with the automobile question. I cannot say that your correspondent's arguments are very convincing, but they certainly bear all the earmarks of the prospective motorist. In the first place I must congratulate him on having attained a pitch of prosperity which the majority of farmers in this somewhat frigid region can hardly hope to equal. After speaking of buying a motor truck with the same airy indifference another man would display in purchasing a lawn mower, he further informs us that the task of conveying his surplus produce to market in the aforesaid motor truck will necessitate four or five trips per day. The only wonder is that with so much wealth at his disposal he did not long ago purchase a motor truck and give his faithful, but somewhat unreliable steed a much needed rest. Strange that we people living in the country, never before realized the risk we ran in passing farms where threshing machines and gasoline engines were at work. Their machines may be the pet aversion of our friends here, but he knows perfectly well that nine horses out of ten, will pass such things without any trouble, but will be conversed with fear at meeting an automobile, which to the average horse is a much more potent than either threshing machine or

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gasoline engine, whatever your correspondent may say to the contrary. I might also remind my friend that while autos and motor trucks may be within the range of his plethoric purse they are far beyond the reach of the average farmer who must content himself with the old fashioned horse and wagon. We have no objection to one fitted with a motor truck, and will do our best to keep our horses from being so troublesome when we meet him on the highway conveying his produce to market. The fact that this praiseworthy occupation seems likely to entail four or five trips daily throughout the season should be a great help in resolving the result curly get forth by ardent motorists to the benefit of the rural population in general. "Get your horse used to it." Neither have we any fault to find with autos when conveying doctors or clergy, men on errands of mercy. What we farmers do object to is the high priced touring car, with its excessive rate of speed, and the general disregard of its occupants for the ordinary civilities of the road. The automobile, as we have already remarked, contributes nothing to the public welfare. It is the costly plaything of the wealthy classes, and for that very reason, has attained a latitude of freedom on our highways which would never have been granted to a machine of similar nature engaged in some useful pursuit. My critic says the auto has come to stay. That is one of the stock phrases of the average motorist and we are tired listening to it. It will stay just as long as the will of the people, expressed through their representatives permits it, not an instant longer. I might beg to remind your correspondent that his stay in Prince Edward Island was exceedingly brief, if indeed it ever obtained a footing there at all, and a recent attempt in the Island Legislature to introduce it, met with the defeat it deserved. The Island farmers know what they are about, and they do not seem to be suffering to any extent from their determination to keep the auto at a distance. Our friend asserts that autos have an equal right on the road with horses. I flatly deny that statement. Our public roads were never intended for the passage of vehicles driven by high power engines. Such should be like an ordinary locomotive, be confined to a roadway built for them. It is a well known fact that the motorists of this province (presumably) have resolved to undertake the reconstruction of our highways. Since when might I ask? They have certainly, with becoming modesty, kept the intelligence strictly to themselves so far. But perhaps your correspondent being a prospective motorist of the noble army of motorists has had inside information I would only remark in passing, that they cannot make their self interest take too long a time to say himself further, besides of that kind. But I can hardly think that this is the case. Speak up gentlemen and let us know which side you are on, anyway. Thanking you for your kindness, sir, I remain Yours truly FARMER

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THE SERVANT QUESTION

The servant problem is growing more acute every year in the cities of America. In New York the extent of the scarcity is strikingly shown by a report of the Commissioner of License, which says there are vacancies for 100,000 domestics within the boundaries of the greater city. Girls who engage in service have become so independent they can dictate their own terms, in fact, the employment agencies do not charge a servant a fee but make the employer pay the fee for both. The factories and department stores attract the young women of today even the sweatshops successfully compete with homes, in so far as money. In a household she has room and board free and in some cases is given part of her clothing,

Nevertheless the drift is from the home to other employment. In a store or factory there are stated hours of work, and Sundays and some other days are holidays. There are fellow-workers to chum with also and equals are met in the rooming and boarding houses. In domestic service social instincts have to be suppressed, and the work is often hard and continuous. Some mistresses show no consideration whatever for their help, and give them small aid in the household duties. These women complain that servants are difficult to obtain and difficult to keep. At the same time they dislike household work as much as or more than the young women they criticize. It is a fact that

etc., already cooked, at the delicatessen stores that have become such a prominent feature of modern city life. Thus they have more time for shopping, visiting and other social pastimes. Some members of the household may suffer indigestion or even other ailments, but it is not in view of the health and safety of the household that the factory girl is preferred. There seems to be no solution of the problem, as the pay of female workers in office and shop is increasing and girls are drawn to them more and more. Perhaps in time mistresses will find a remedy in making household duties more attractive by having more hours for the help and granting weekly holidays and other privileges.—Montreal Gazette.

The Standard

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